

D. C. MOTOR CLUB PROVED SUCCESS

Robust, Growing Organization
Rounds Out First Year
of Existence.

SERVICE IS VALUABLE

Most Creditable Work Is in Aiding
Local and Visiting Motor
Tourists.

By WILLIAM ULLMAN.
Among the achievements of the past year in the local motor world none is entitled to more favorable recognition than the successful launching of the District of Columbia Motor Club. With the National Capital's shining record of past failures in the matter of amalgamating its motor car interests, the success of the A. A. A. club is all the more noteworthy.

Today the emblem of the organization shines forth from hundreds of cars. It is seen on the personal car of the President of the United States, as well as the other cars attached to the Executive Mansion. Vice President Marshall's car also wears a sterling silver emblem as do the cars of a number of the Cabinet officers.

Included in the club's membership are representatives of every phase of Washington life—army, navy, business, professional and official. And it may be said without fear of contradiction that no one person who has taken membership has expressed dissatisfaction with the returns. The best proof of that each member regards the club as a worthy organization, one that should be encouraged, and one which returns full value to the member, is seen in the fact that the club's present large membership is due largely to the efforts of its members. Practically every person on the club roster has recommended a friend for membership.

While the membership list is far smaller than it should be in a city having as many motor cars as Washington, the club is a robust and growing organization. Looking back on the club's proud record of achievement during the first year of its existence gives rise to the belief that local motorists will find it a mighty useful institution in the future, and the prediction that the end of the present year will find every motorist in the city who can spare a year's membership dues enrolled upon the club's register.

While the club was active in securing improvement for several stretches of bad road leading out of the District, financed the sign-marking of every road in the vicinity difficult to follow, and agitated the improvement of the Richmond-Washington highway to the point where a fund is being raised for its regeneration, to which fund the club subscribed generously, the organization's most creditable work was in the service it rendered local and visiting motor tourists.

Touring Information.
Having its offices in the national headquarters of the American Automobile Association, the club boasted a big advantage over any other similar organization in that it had the services of the three A's national touring bureau, which is the recognized peer of all touring information depots. No matter how far distant or how obscure a point a tourist wished to visit, the very latest and most authoritative traveling directions were always forthcoming. And this same splendid service will obtain this year.

The local motor car owner who has never ventured far from his home city, and who is familiar with all of the roads in this vicinity, does not fully appreciate the value of this service. Giving freely an unlimited amount of touring information to visitors from other sections of the United States, the club has laid the foundation for a most courteous reception for Washington tourists when they reach other cities. The tourist from Boston, Atlanta, St. Paul, Los Angeles, Denver, and other cities, upon returning home naturally told his club officials of the courteous reception in this city and, as a result, the District club has on file hundreds of letters from other clubs thanking local officials for the attentions shown its members, and inviting local motorists to accept the hospitality of the writers, giving assurances that the best service of the club will be at their command. This is as it should be. But the above condition can only exist through having a well-organized and well-supported automobile club in each section of the country. And it is a fact that the National Capital was one of the last cities in the United States to organize a club giving practical benefits to its members and visiting motorists. It is the paramount duty of every man who takes pleasure in owning an automobile to belong to his local club and to take part in the activities of that club. Membership in whatever club comes within the scope of his journeying will be profitable to him. Motorists need untiring vigilance and constant watchfulness to get and to keep their "inalienable rights" of owning and driving their cars without the harassing complications of interstate, intercounty and varying municipal regulations. Unsurprising and unjust legislation has been and still is being proposed. A great deal more of it would be enacted into laws were it not for the ceaseless activity of the various automobile clubs. Since these clubs and organizations are working for the motorist it is the duty of the motorist to do all he can to aid in making the pleasures of car-owning and car-driving infinitely greater.

This takes time and money, and who is to furnish the time and money if not the man who is to be benefited by them? If any car owner has not united with his fellows, it should engage his attention at once. Much as has been done, there is infinitely more that remains undone, and every new member, every additional helper, means enlarged and increased opportunity of doing the right thing. If you are a prominent member of society all the more it is a duty to unite with others, lest it be said by the weaker brother that you are not a member, why should he be let in to touch with your local organization today. It needs you and you need it even more.

New members of the American Automobile Association's District of Columbia Club are as follows: Gilbert S. Grosvenor, editor of the National Geographic Magazine; Robert E. Marshall, Capt. H. E. Mitchell, superintendent of buildings and grounds, Pan-American Union; J. S. Perry, well-known capitalist of industry in Virginia and West Virginia, who is now a resident of the National Capital; W. R. Fosbender, Richard D. Egan, and Charles J. Rogers, Washington manager for the L. C. Smith & Bro. Typewriter Company.

GOODYEAR SCHOOL TO TEACH TIEMEN

Free Instruction Will Be Given by Experts in Latest Approved Methods.

"It is surprising what tremendous proportions the business of tire repairing has assumed in the last two or three years," says L. R. Gemmill, branch manager of the Goodyear Tire and Rubber Company. "Registration figures show that more than 2,000,000 cars are now in service. When you stop to consider that each one of these cars is engaged in wearing out four tires, with a fifth doing service as a spare, and a sixth needed to replace one of these sometime during the year, you begin to realize that 12,000,000 tires offer opportunity for the repairman and his art. There never has been a greater need for competent repairmen than exists today."

The Goodyear Tire and Rubber Company, appreciating that in the coming season many persons will embark in the business of repairing automobile tires, and with the idea of contributing to the cause a share of the experience which has been accumulated by Goodyear tire experts, is announcing the opening of a school of tire repairing, in which free instruction will be given to persons already in the business and those who are contemplating entrance into it.

"A complete practical course will be furnished. Beginning with fundamentals, every step in scientific tire repairing will be demonstrated by an expert. Not only will the theory of tire repairing be presented, but each member of the class will be given the opportunity to put into actual practice the latest approved methods, so that when they have completed the course they will be qualified to undertake any kind of repair job, from a puncture to a retread."

"The working conditions and the equipment used will not be those of a big factory, but will approach those of the average tire-repair shop. No methods will be taught that cannot be employed by any tire repairman with a modest capital."

"We are inaugurating this school in the belief that there are many men who will eagerly grasp the opportunity to obtain instruction in a permanent and profitable business which will grow enormously with the advance of the automobile."

Upward of 300 children are being killed each year in the streets of New York and about 7,500 others injured.

AUTO MEN HOLD SINGLE EXHIBIT

Exhibitions in Washington
Prove Great Drawing Card
to Car Lovers.

PLAN VISIT TO FACTORY

Dealers Hope to Get Advance Information and Hasten Along Their Shipment.

Dear Bo—Individual automobile shows are quite the thing in Washington just now. The Smith Trew Company have been holding theirs this week and the place has been crowded every afternoon and evening. The Reo and Oakland cut-out chassis were naturally the center of attention. Weather conditions could not have been better. To quote "Ted" Johnston, who came over from Philadelphia to be among those present, "some one must have been good and prayed."

Henderson and Rowe also had a show displaying the latest thing in the Cole line. Burton Leary has the stage all set for his show, which is to be held this week. He received the cutaway Maxwell chassis yesterday and has it mounted on a pedestal in the window. It is just at the right height so that one does not have to stoop over to examine it. In addition to this, he has the full line of Maxwell machines on display. Guess you know Walter Flanders' idea? He only believes in showing just what the company has to sell to the public. In fact, several of the cars that Burton has on his floor are already sold.

Lots of this speed stuff that we read about, or hear about, we take with a grain of salt. "Sam" Luttrell showed me a little of it the other day with his Packard twin-six and it was regular speed. On one of the longest hills around these parts from a standing start at the bottom he gradually picked up until at the top the car was doing better than fifty-five. Then, to sort of give the machine a little workout on the level, he breezed the car along at better than sixty-two. This was with four people in, top and windshield up. This does not sound fast, but ask some of your friends who are always talking about what their cars can do, to take you out and duplicate the performance. Perhaps they can and maybe they cannot, but ask them. Do not know how you find it, but here a second-hand car that has not a self-starter and electrical equipment on it is like a worn-out horse, good only for the automobile boneyard and the junk pile. The second-hand buyer demands that his car have all the modern improvements even though it is not quite so good otherwise as the one that lacks these features. It is getting to be around this burg that you take in a car of that nature on condition that the only allowance that will be made for it is what it will bring on the auction block.

By the way, our old friends, the traffic regulations, are still the thorn in the side of the local motoring crowd. Many claim that the police urge them to use streets on which there are no car tracks. Then when they do start following this advice, immediately a squad of Washington's finest are on the job to see that no one crawls along faster than twelve miles an hour. Some day, perhaps, this condition will be changed and, until it is, it is a case of what cannot be cured must be endured.

Now that Henry Ford's new place on Pennsylvania avenue is getting ready, there is considerable discussion as to the desirability of this street for automobile row. There are some who think that his fine building will prove a magnet to draw others to the same locality. These same people contend that it is the logical place for the trade. Pennsylvania avenue is known from one end of this country to the other. Visitors naturally travel it, the street is wide and most

DELIVERIES REPORTED BY AGENTS LAST WEEK

The following deliveries have been reported:
Cook & Stoddard Company—Cadillac "Eight" limousine landulet to Mrs. Anna Taylor, Mrs. Anna Morris, Mrs. Mitchell Harrison, and E. J. Stellwagen. A seven-passenger touring car to Austin Loftus. Ambulance to the United States Soldiers' Home. This car is 145-inch wheelbase and accommodates twelve passengers.

Henderson & Rowe—Seven-passenger Cole "Eight" to Senator E. S. Johnson, of South Dakota; Kissell "32" Sedan to K. L. Morris, and Kissell "32" touring car to William Braysaw.

The Commercial Auto and Supply Company has delivered these Studebaker cars: Paul J. Christian, landulet four-cylinder roadster; J. F. Leary, six-cylinder touring car; R. W. Woodward, four-cylinder touring car; Dr. Brawley, four-cylinder touring car, and C. H. Reed, four-cylinder touring car.

Others claim that it is too far from the so-called business center of the city and for that reason not a desirable location. Well, I should worry about what part of town they are located in, for it's up to me to go see them, and not for them to come to see me.

Bill Jose is busy these days getting out his annual catalogue and, from the description he gives me of it, you can almost find accessories enough listed in it to build yourself a motor car.

Though the present selling year is but half over, already a number of the dealers are planning to make a trip to their factories for one reason or another. Most of them are going for the two-fold purpose of trying to secure advance information on what their company will have to offer to the buying public a year from now. Secondly, they are going to try and hasten along their shipments. Guess it is the same all over, but the local trade have had a mighty hard time filling orders to date. All of them realize what the spring rush is going to mean and want to be prepared to meet it, but it looks now as though they will have to take what they can get and, either persuade those whose orders they cannot fill to wait until next year, or turn them over to some one more fortunate.

Bruce Emerson is still of the idea that he is a pitcher. At E. V. A.'s party the other night he was talking about what he was going to do to the fat men's ball team this summer. He forgets, I guess, that his team did not win a game last season.

The idea has been suggested that the dealers get together and decide on some one week this spring as an opening week. During that week all are to keep open in the evening and make such decorations to their showrooms as they desire. The idea has proven very successful in other cities and I do not see why it would not work here. What do you think of it?

Guess you saw where the Schakelfoot good roads bill passed the House. It is now up to the Senate and every motorist in the country should get in touch with his representative in the upper branch and ask that he support the measure. Be great if they could have it enacted into a law. Then we really would have some good roads in this country.

Fred Harveycutler has received his tire press and is now ready for Kelly solid tire business. Thornton Chesley absolutely refuses to do the applying, says it is for which they have the press. "Dick" Israel has gotten to be quite a seamster, guess that is what you would call a man who sews. He has a tire stitching machine and reports a fine business with it.

Two per cent of metallic sodium will harden lead so that it will ring when struck.

INTERNAL PHYSIOLOGY OF MAXWELL SHOWN

Special "Show Job" Produced that
Attracts Much Attention—Sold
Cars Star of Exhibit.

In his automobile show this week, H. B. Leary, Jr., is adhering closely to the policies of President and General Manager Walter E. Flanders.

Flanders has always claimed that show exhibits should include only cars which are a fair sample of each manufacturer's production, and he has established and maintained a rule to that effect to govern Maxwell exhibits.

The cars shown are exact duplicates of those that are being delivered. In fact, the four body types shown were killed to H. B. Leary as part of his January schedule and two have already been sold to buyers who have consented to a delay of delivery, in order that their cars might enjoy the unusual distinction of starring in the big exhibition.

Motor Car Vitrification.
But while the Maxwell forces have given no special attention to the complete cars shown, they have produced a special "show job" in the form of a stripped chassis, which reveals all the internal physiology of a motor car and shows it in motion.

Workmen have been busy for months on this chassis, which was turned over to them exactly as it came through the big Detroit Maxwell plants. There was then begun a task of making that chassis into what might be termed a set of sectional views. The cylinders, the valve chamber, the crank case and even the hubs have suffered operations which disclose every movement of the parts within. The rear axle is an open book. The Maxwell running-in-oil clutch is still snugly housed, but a window has been provided through which its operation can be watched.

The whole mechanism is actuated by the Maxwell electric starter. Current is also furnished for lights that illuminate every cut-away feature at night.

Assisting Mr. Leary in receiving visitors and explaining to them the merits of the Maxwell line will be Whitney Leary, J. M. Joyner, H. Martin Hoke, George Hoek, W. F. Leman and H. G. Chisholm.

MILBURN ELECTRICS WILL BE ON DISPLAY

That the people of Washington may have ample opportunity to see the line of closed-type machines that the Milburn Wagon Company build, the Milburn Company will hold this week an electric automobile show in their showroom on Connecticut avenue. Washington has long been considered an ideal electric car town on account of its smooth streets and easy grades. Day by day the electric machine is gaining in favor, not only with the women of the family, but the men as well. The latter find it very convenient to use in business, simple to operate, easy to handle in congested traffic and inexpensive to run.

T. Randolph Bourne, manager of the Milburn Sales Company, states that the machine he represents is one of the lightest on the market, as well as one of the simplest. New to electric construction is the cantilever spring, used both front and rear on the model 15, and on the rear only in the model 22, the newest type car. General Electric motors are used, and the straight-line drive is attained by putting the motor at the same angle as the shaft, which terminates in an underneath worm driven axle, which has a direct gear ratio of 8.75 to 1.

The modern seamless windows are used and the fenders are crowned. The battery compartments, both front and rear, are made with the same panels that form the sides of the body proper, and there is an unbroken smooth curve making the transition between them. Assisting Mr. Bourne this week will be Arthur Foraker and Malcolm Dyer.

Why Do the Cars Represented Here
Obtain Such Wonderful Tire
Mileage?
Because they are equipped with the
extra-ply, double-cured
Hood Arrow Tread Tires
Hood tires do not compete in first cost
with other makes but they do lead
all others in cost per mile of
operation. This after all
is what determines
tire cost.

Names of above owners furnished on request.
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(Always at your service.)
1617-19 14th St. N. W.

Increasing Power Hurts Motors.
Quite a number of car owners are dissatisfied with the power developed by the motor in their cars. It is not enough, they claim, and proceed to use the conventional means of increasing it. The power of a given motor should not be increased by increasing the force of the explosion by any of the ordinary means, unless the life of the motor is expected to be decreased. If the size of the combustion space is decreased, thus increasing the pressure, and hence the force of the explosion, the stress on the connecting rods, crankshaft, etc., is increased. Many will wonder, after transforming the motor, why the bearings become loose in a short while and why the engine rattles. Although the design of a given motor is such that extra loads may be carried by its internal parts, the longest service can be obtained only by operating the motor under the conditions called for by the construction.

Dangerous Skidding.
The expert driver can skillfully use skidding to place his car where he wishes it to be, but an amateur usually skids into trouble. Many of the accidents of automobile use are due to unexpected skidding by inexperienced drivers. To control a skid it requires quick perception of the coming deviation, and prompt action to counteract it. Brakes are usually unsymmetrical in their effects, and putting on the brake usually increases the skid, especially if the power is left on. The first thing needed is to de-clutch, and the next is rapid and intelligent use of the wheel.

Importance of Steering Mechanism.
From the standpoint of personal safety no part of an automobile is more important than the steering gear. It should be extremely dependable.

Special Exhibition of the Milburn Light Electric

All This Week, Jan. 31 to Feb. 5

We have received several types of the new MILBURN and have arranged for an

Automobile Show

of Our Own in Our Salesroom

1226 Connecticut Avenue

The new MILBURN has a luxurious appearance. It is elaborately finished and it is light in weight, with a reasonable price—\$1,525 delivered.

EVERY ONE IS INVITED

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Milburn Sales Company

T. Randolph Bourne, Manager

1226 Conn. Ave. Phone North 2000

The Stewart Handy Worker, \$12.50

Just the thing for the GARAGE, WORKSHOP, HOME or FARM.
COMBINES HANDY TOOLS YOU HAVE NEED FOR EVERY DAY—
AMONG WHICH ARE:

- Regular vise, 5-inch jaw,
- Emery wheel,
- Anvil,
- Pipe vise,
- Drip press,
- Cutting wedge.

Weights less than one hundred pounds and can be bolted to any workbench.

GUARANTEED FOR ONE YEAR.

1317 1/2 14th St. **B. F. ZIMMERMAN,** Phone N. 2509

Automobile Show At Maxwell Salesroom THIS WEEK

JANUARY 31ST TO FEBRUARY 5TH

Don't Miss This Wonderful Exhibit

Full Line of Maxwell Cars on Display
Including

- Roadster, \$660
- Touring, 680
- Cabriolet, 890
- Town Car, 940

delivered in Washington fully equipped

Also Cutaway Chassis in Operation

Open daily during this exhibit from 10:00 A. M.,
10:00 P. M. Flowers for the ladies

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